



M/V NEW CARISSA
Grounding
North Spit, Oregon
Unified Command Decision Memo
16465
April 19, 1999
Cooperation and Communication

1. This memo is documentation of our 28 February 1999 verbal discussions on cooperation. During those discussions, we re-affirmed our commitment to respond to the grounding of the M/V NEW CARISSA through a cooperative effort.

2. We remain convinced that the correct course of action at this time is to continue to pursue the re-floating and scuttling of the bow section, and the development of wreck removal options for the stern section. In order to fulfill our statutory obligation to ensure the safety of our personnel, to meet the objectives established for this response, and to ensure that there will be no delay in ongoing operations or timelines, we believe that in addition to our general cooperation and communications commitment, the continuous evaluation of viability of this course of action requires some specific issues be addressed immediately. Especially those issues which would require towing operations be aborted or suspended, at a minimum these are:

- (1) The structural condition of the vessel;
- (2) Stability conditions;
- (3) Weather considerations; and,
- (4) Any other potential contingencies which would elicit a similar recommendation.

3. This same cooperative spirit must be applied to the scuttling phase of the operation. The FOSC has made preliminary arrangements for a cutter to be on station to execute this phase. The RP OSC has committed to provide a sufficiently detailed plan so that the necessary final arrangements can be made and the requirements communicated to the cutter. This plan must address the desired method to scuttle the bow section, the specific sequence of events that must take place to safely accomplish this task, and the point of contact and method of communications to be used to coordinate this evolution.

4. The unified planning staff is developing a plan for the evaluation of the stern section of the NEW CARRISSA for oil and hazardous materials. As we evaluate the proposed plan, we will continue to apply these principles of cooperation. And working together, approve, then execute an assessment plan that addresses the concerns of all interested parties.

4. We recognize that the hallmark of any cooperative effort is timely and complete communications. Conversely, poor communications are a major obstacle to that cooperative effort, leading to questions of separation of purpose, unknown agendas, and possibly doubts of cooperative intent. Our commitment is to ensure that this response is the model of cooperation, embodying the spirit of a "Unified Command". And in the final analysis, only through this superior cooperation will we be able to achieve our goals of safety of life and health and the best

achievable protection of the environment.

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